

BookletChart™

Bellingham Bay

NOAA Chart 18424

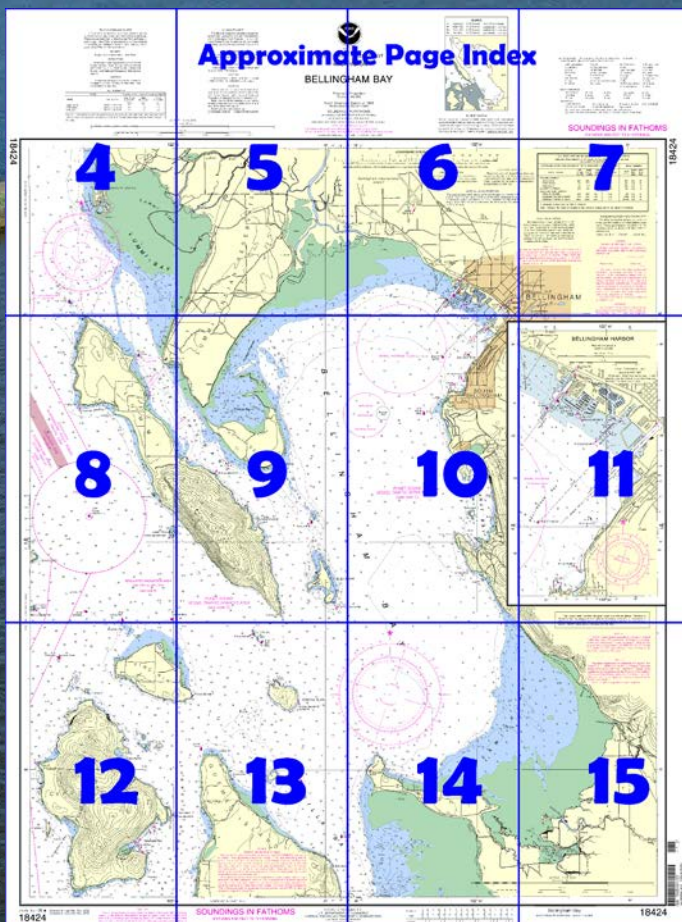


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18424>.



(Selected Excerpts from Coast Pilot)

Bird Rocks are near the middle of Rosario Strait, about 2 miles WNW of Burrows Island Light. The southernmost is 37 feet high. There is deep water close-to, and passage may be made on either side of the rocks.

Belle Rock, bare at extreme low water and marked by a light, is about 0.5 mile NE of Bird Rocks. Belle Rock can be passed about 0.6 mile to the E by keeping **Tide Point**, the W extremity of Cypress Island, and **Lawrence Point**, the E end of Orcas Island.

Rosario Strait is generally clear, with great depths, except for the following principal offshore dangers:

Kellett Ledge, 2 miles N of Point Colville, extends 700 yards off **Cape St. Mary**, on the SE part of Lopez Island. The ledge is marked by kelp and a buoy, and uncovers at the lowest tides. In 2000, two shoal spots were reported E of the ledge. The first shoal was about 550 yards E in about 48°26'58"N., 122°47'13"W. with a depth of about 7 fathoms. The second shoal about 700 yards E in about 48°26'57"N., 122°47'05"W. with a depth of about 8 fathoms.

James Island is close off **Decatur Head**, the E end of Decatur Island, and between the two is a deep but narrow passage; on the island are two hills with heights of 260 and 219 feet.

Pointer Island, 16 feet high, is 0.3 mile off the SE shore of Blakely Island, and **Black Rock**, 4 feet high and marked by a light, is 0.5 mile off the E shore of the island.

Cypress Island, 1,530 feet high, steep on the lower slopes and gently rounding at the top, is on the E side of Rosario Strait and opposite Blakely Island. From S it appears to lie in the middle of Rosario Strait. A shoal extends about 0.4 mile S from **Reef Point**, the SW tip of Cypress Island. A lighted buoy is about 0.7 mile S of Reef Point. Vessels rounding the point should not attempt to pass between the buoy and the point as submerged piles and heavy kelp may exist in that area.

Strawberry Island, small, low, and wooded, is about 400 yards off the W shore of Cypress Island. Passage E of it is not recommended. An indifferent anchorage may be had in **Strawberry Bay** in 7 fathoms; it is seldom used.

Lydia Shoal, covered 4 fathoms and marked on its S side by a lighted gong buoy, is 1 mile E of Obstruction Pass Light. **Peapod Rocks**, marked by a light on the largest rock of the group at the N end, are 1 mile S of Lawrence Point on Orcas Island. This group of islands extends about 1 mile in a NE direction, some 0.5 mile from the Orcas Island shore, which is fringed with rocks and reefs.

Anchorage.—The bottom mud is a thin accumulation over hardpan, and is not good holding ground in heavy weather. A **general anchorage** and an **explosives anchorage** are in the bay. (See **110.1** and **110.230**, chapter 2, for limits and regulations.) Good holding ground may be found just N of **Governors Point**, near the S end of Chuckanut Bay.

Pilotage, Bellingham.—Pilotage is compulsory for all vessels except those under enrollment or engaged exclusively in the coasting trade on the W coast of the continental United States (including Alaska) and/or British Columbia. Pilotage for Bellingham is provided by the Puget Sound Pilots. (See Pilotage, Strait of Juan de Fuca and Puget Sound, indexed as such, early this chapter.)

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Bellingham is a **customs port of entry**.

Note: If a tug is not furnished, the use of an anchor in docking is recommended when winds prevail. Vessels backing out of the Whatcom Creek Waterway channel must stay in the axis of the channel until abeam of Starr Rock Buoy to avoid shoal water on either side.

Blaine, a small town on the NE shore of Drayton Harbor, is a **customs port of entry**.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander
13th CG District
Seattle, WA

(206) 220-7001

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U. S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

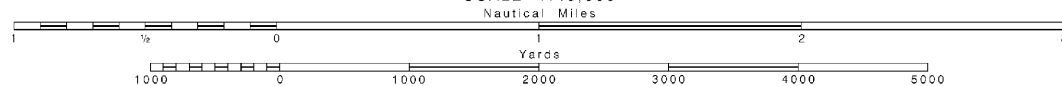
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◌ (Approximate location)

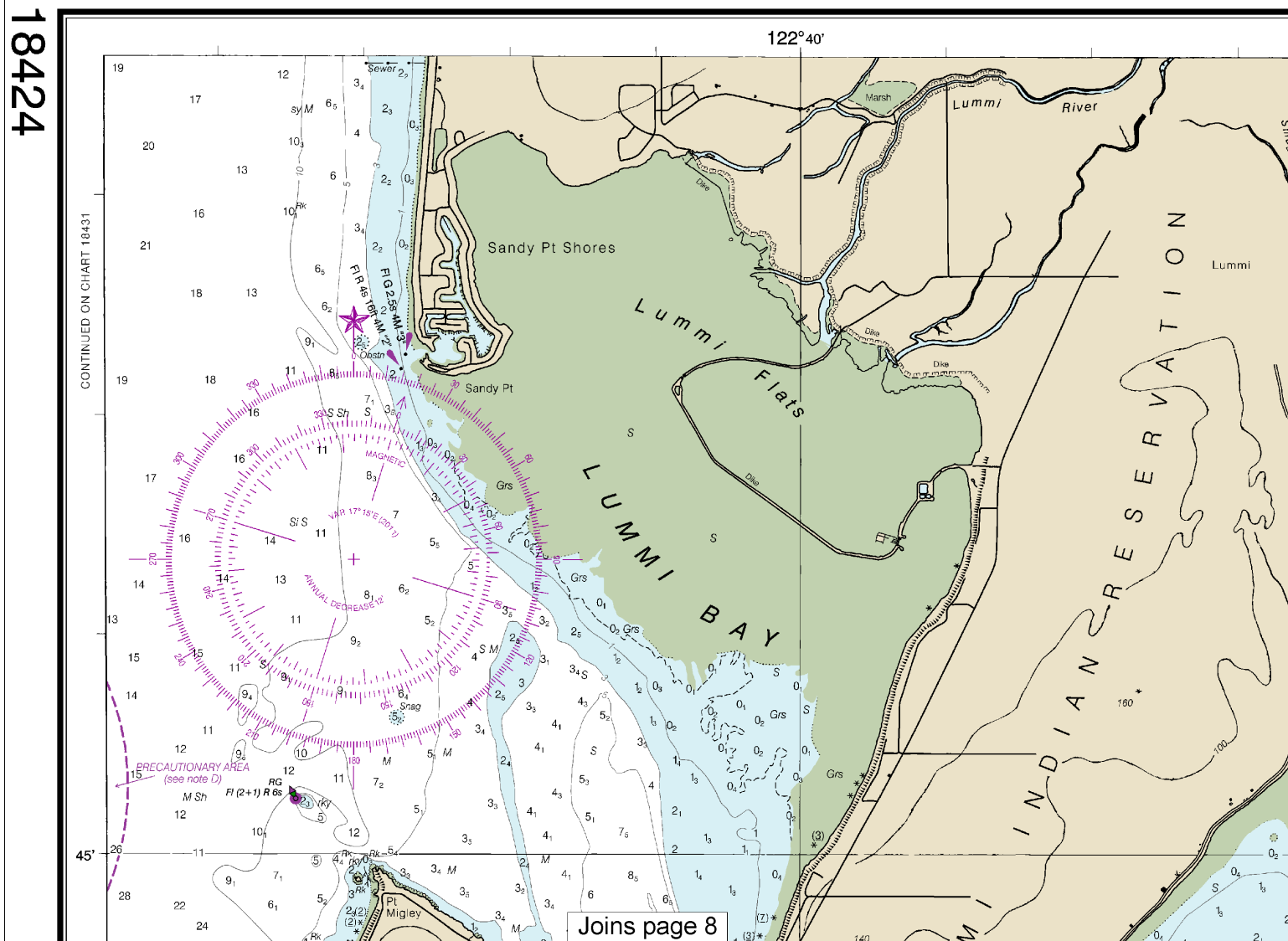
NAME	PLACE (LAT/LONG)	TIDAL INFORMATION Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Eagle Harbor	(48°35'N/122°42'W)	feet 9.2	feet 7.4	feet 2.4
Point Migley	(48°45'N/122°43'W)	8.6	7.8	2.6
Bellingham	(48°45'N/122°30'W)	8.5	7.8	2.4

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Dec 2010)

SCALE 1:40,000



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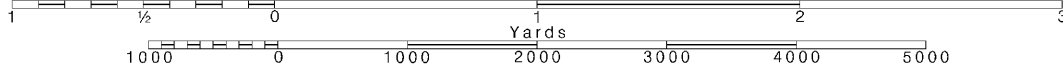
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES -- WEST COAST

WASHINGTON

BELLINGHAM BAY

Polyconic Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

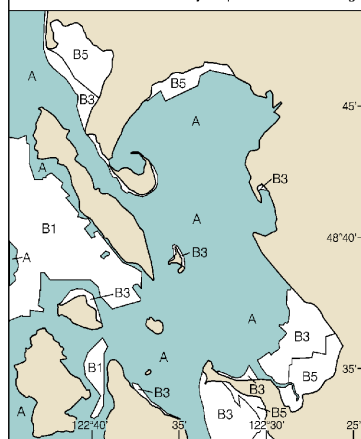
COLREGS, 80.1390 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

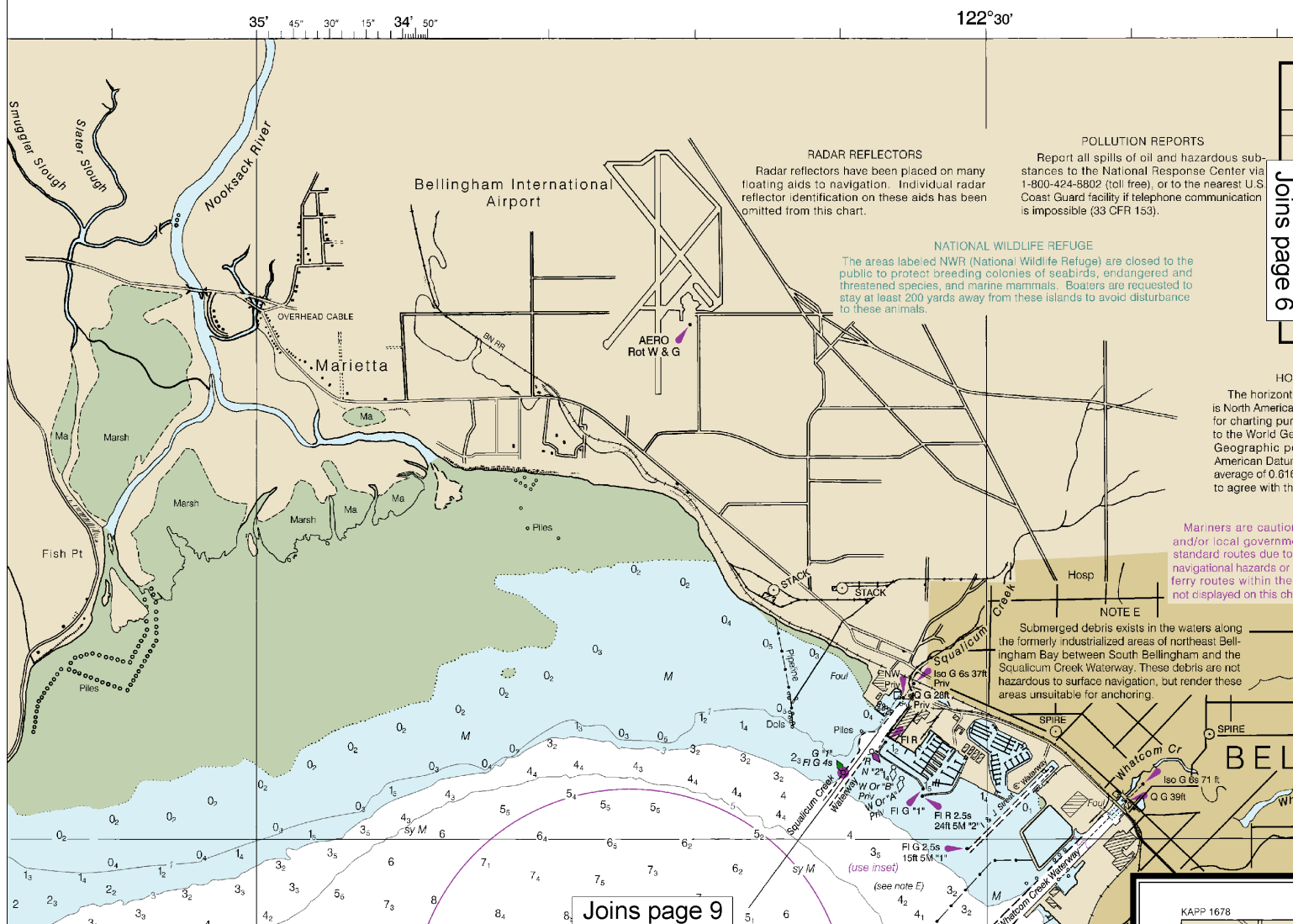
Formerly C&GS 6378, 1st Ed., June 1993 C-1922-224 KAPP 1677

SOURCE		
A	1990-2011	NOS Surveys full bottom coverage
B1	1990-1999	NOS Surveys partial bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B5	Pre-1900	NOS Surveys partial bottom coverage



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



WASHINGTON

Polyconic Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

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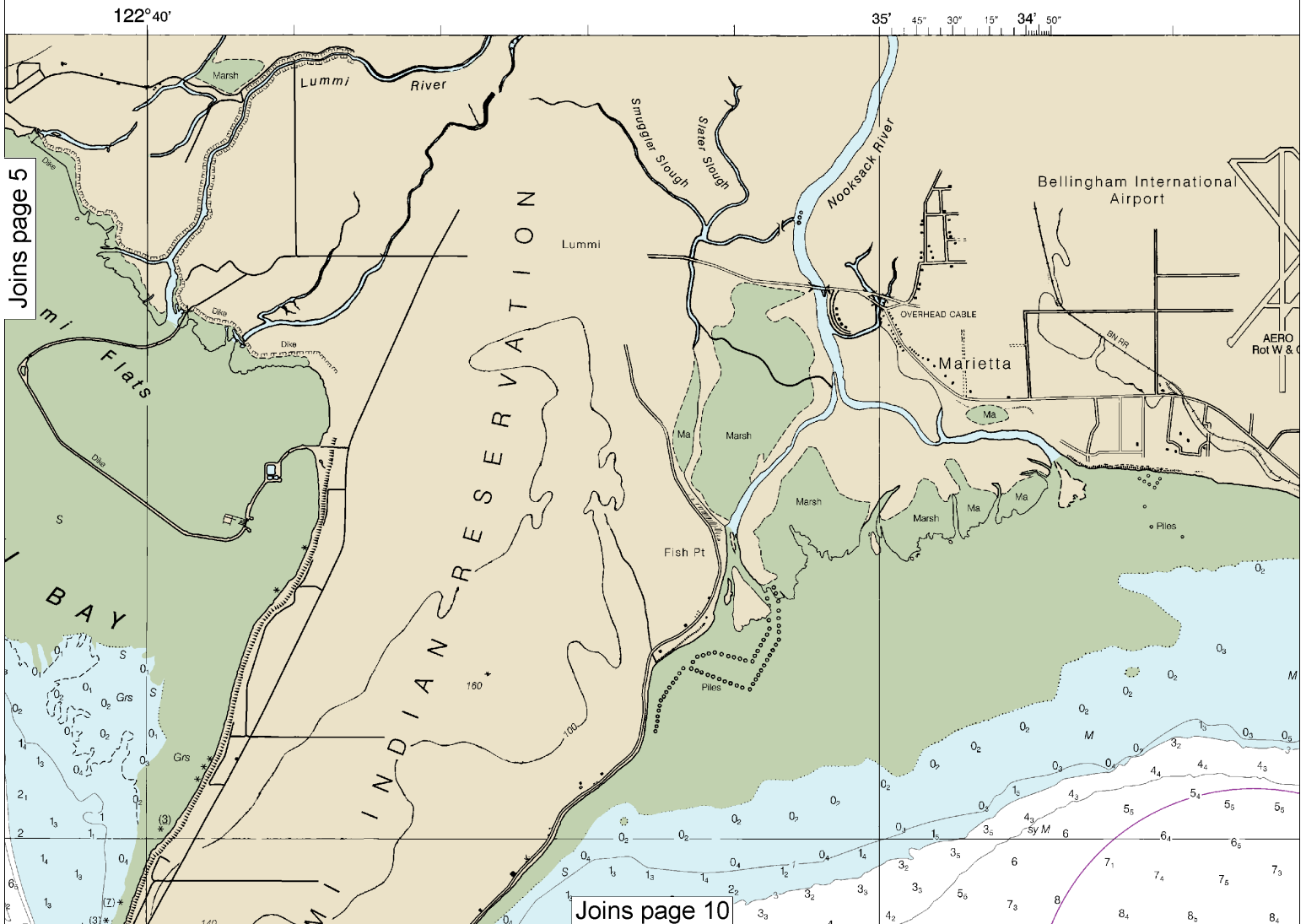
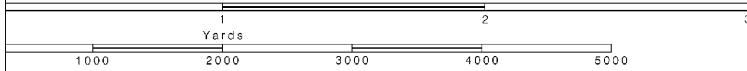
COLREGS, 80.1390 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

Formerly C&GS 6378, 1st Ed., June 1893 C-1922-224 KAPP 1677

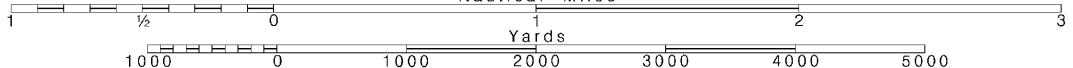
SCALE 1:40,000
Nautical Miles



Printed at reduced scale.

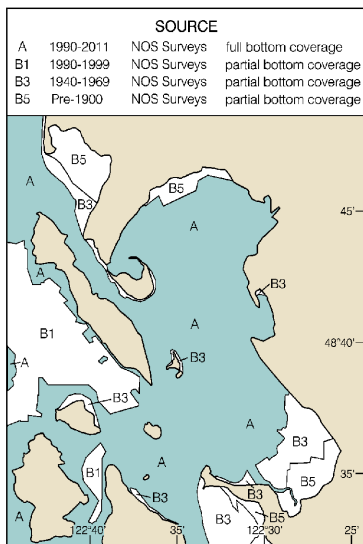
~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

6



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo mouse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isochase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
D/A diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bkn broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

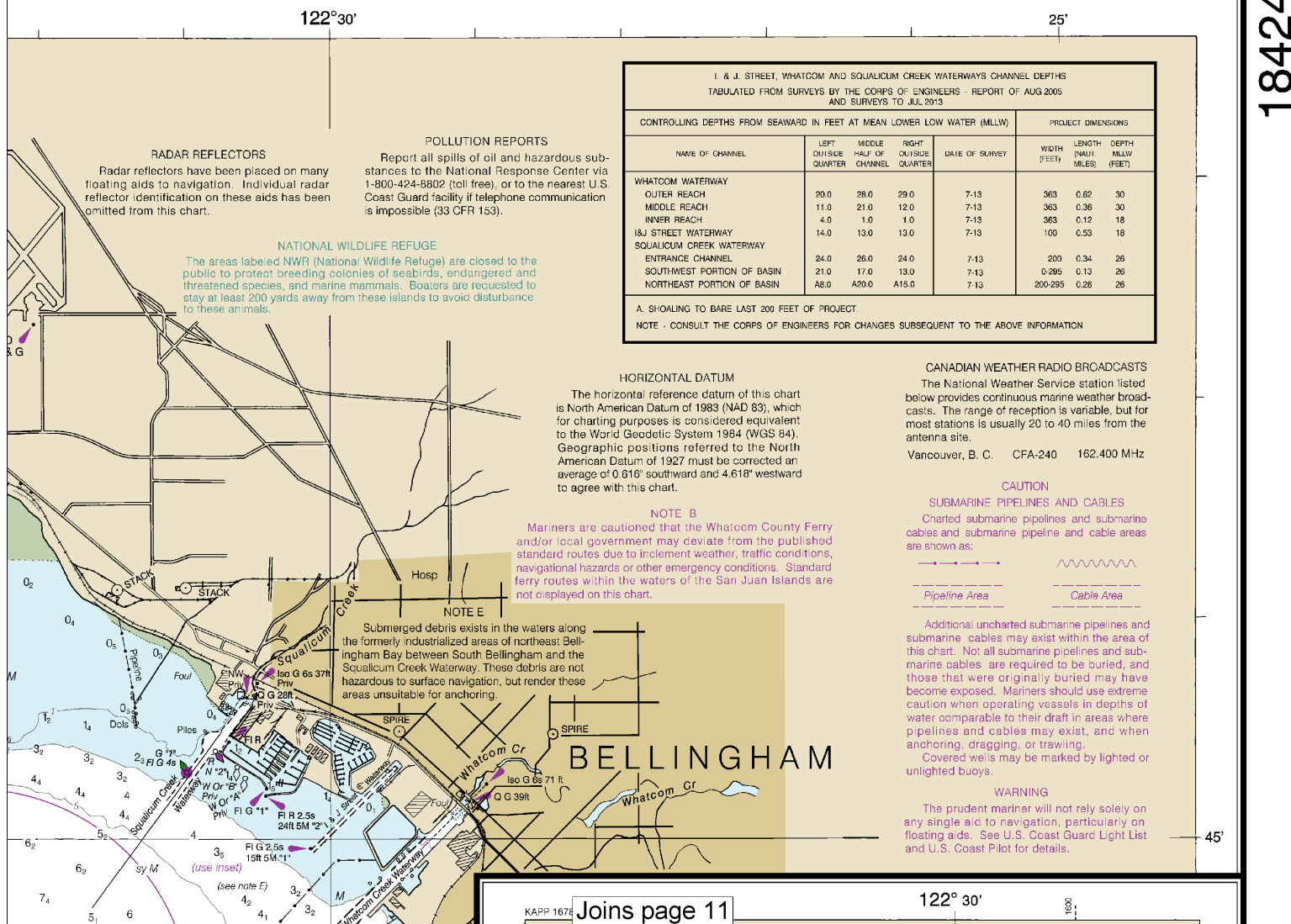
Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

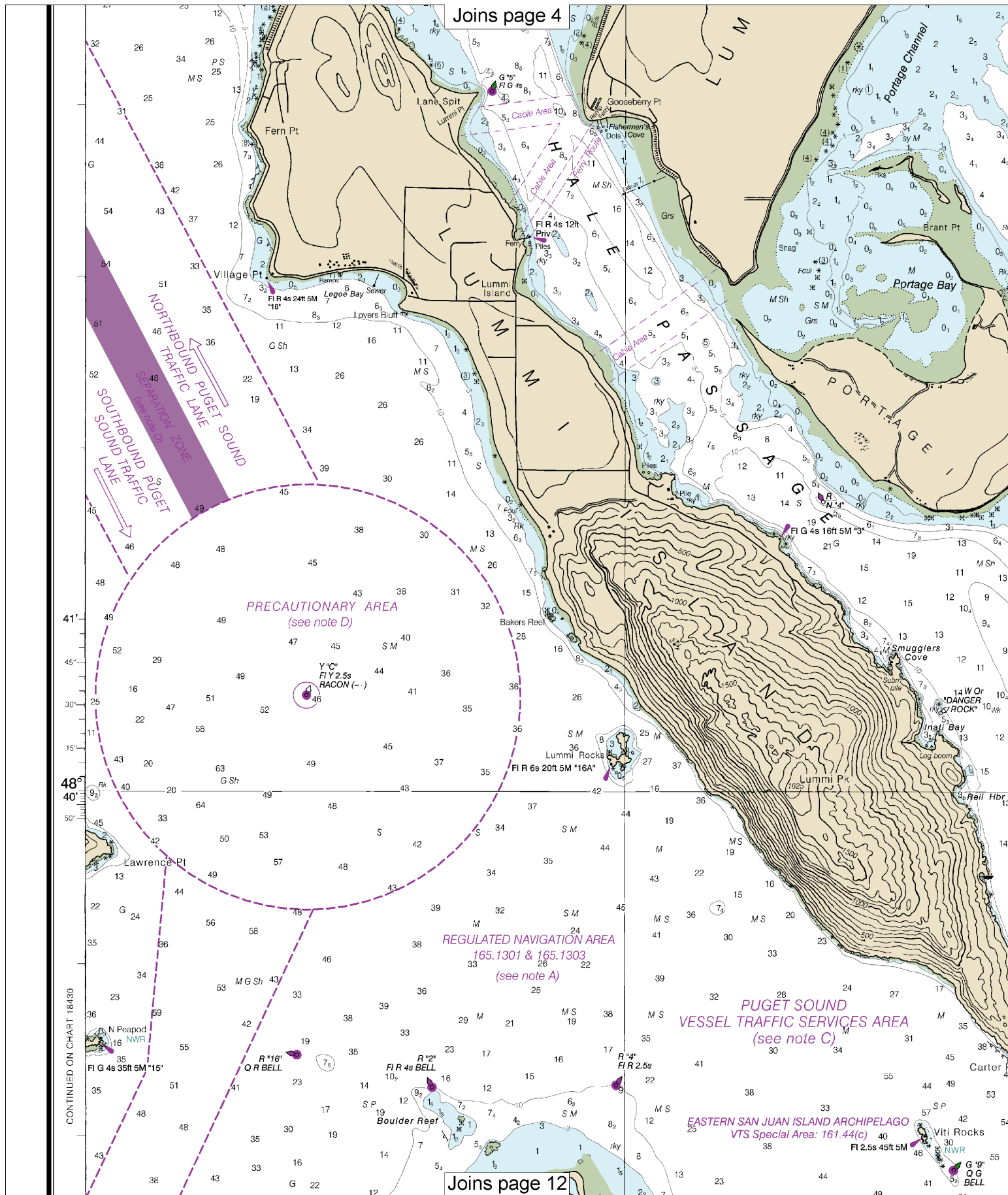
SOUNDINGS IN FATHOMS

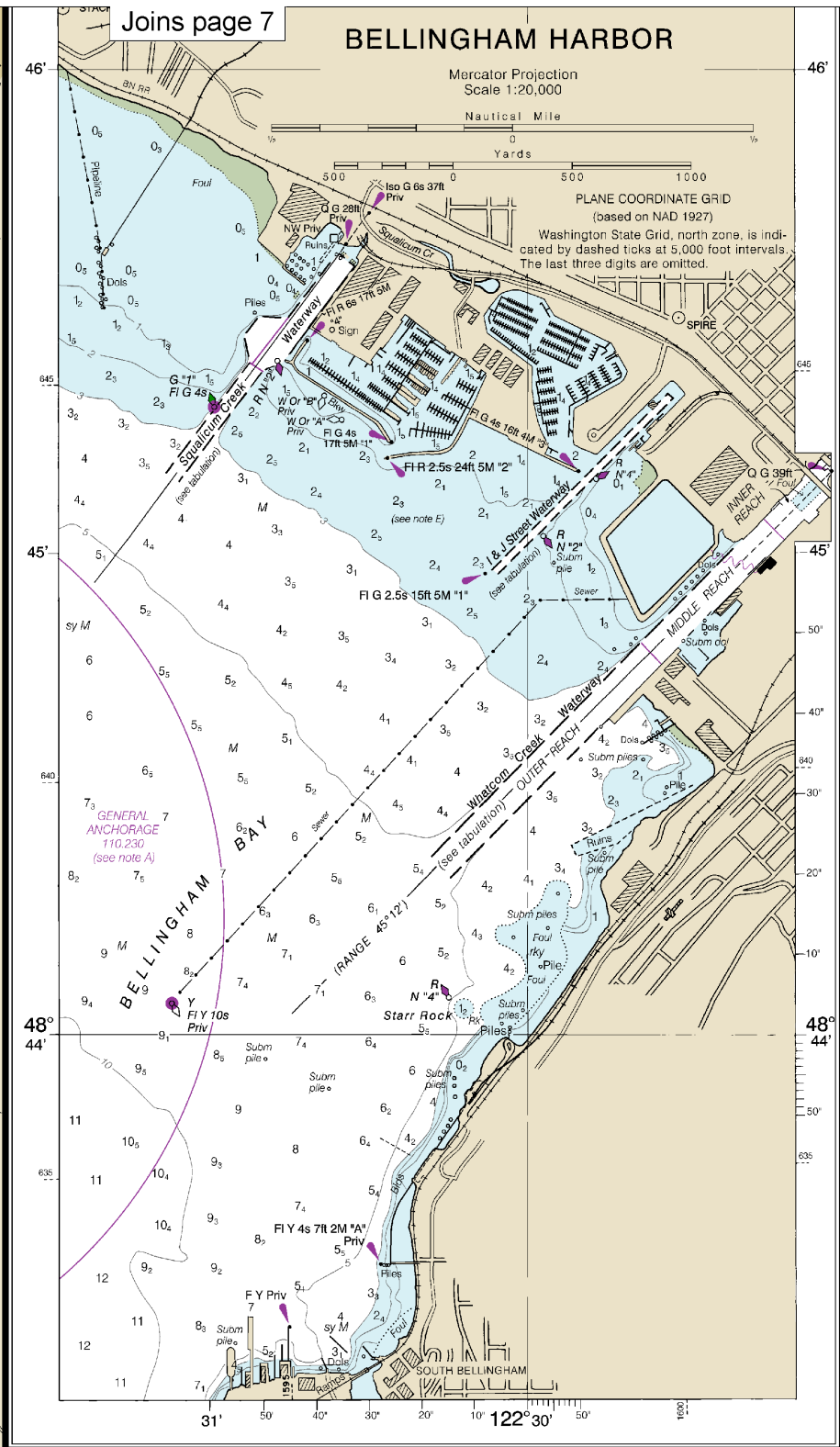
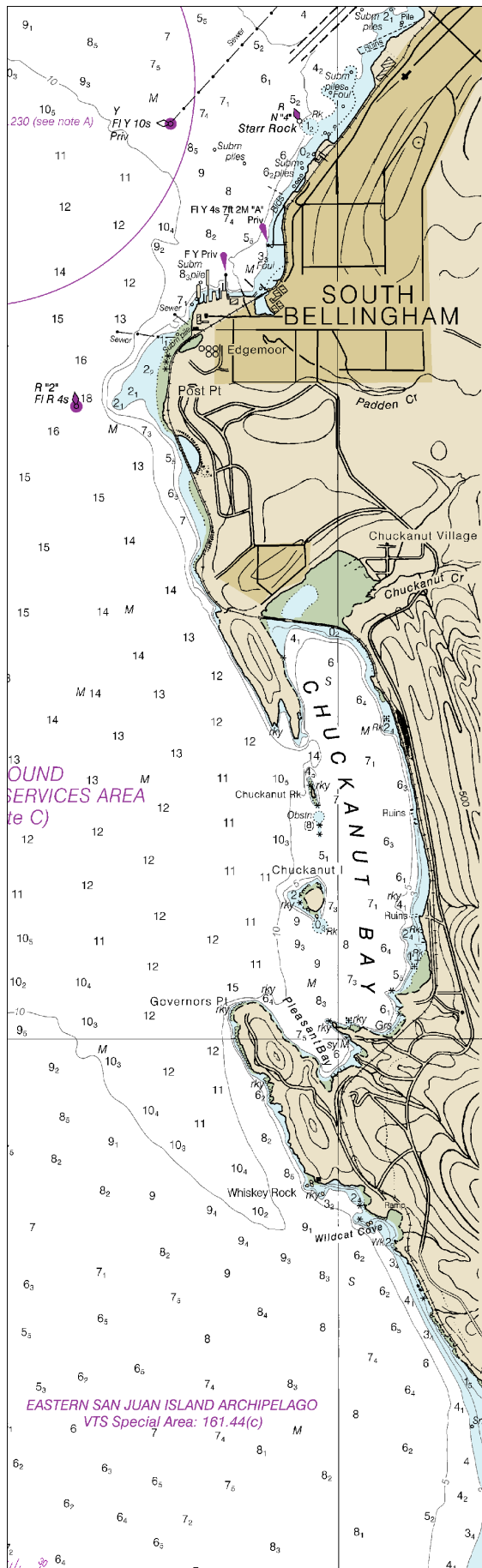
(FATHOMS AND FEET TO 11 FATHOMS)



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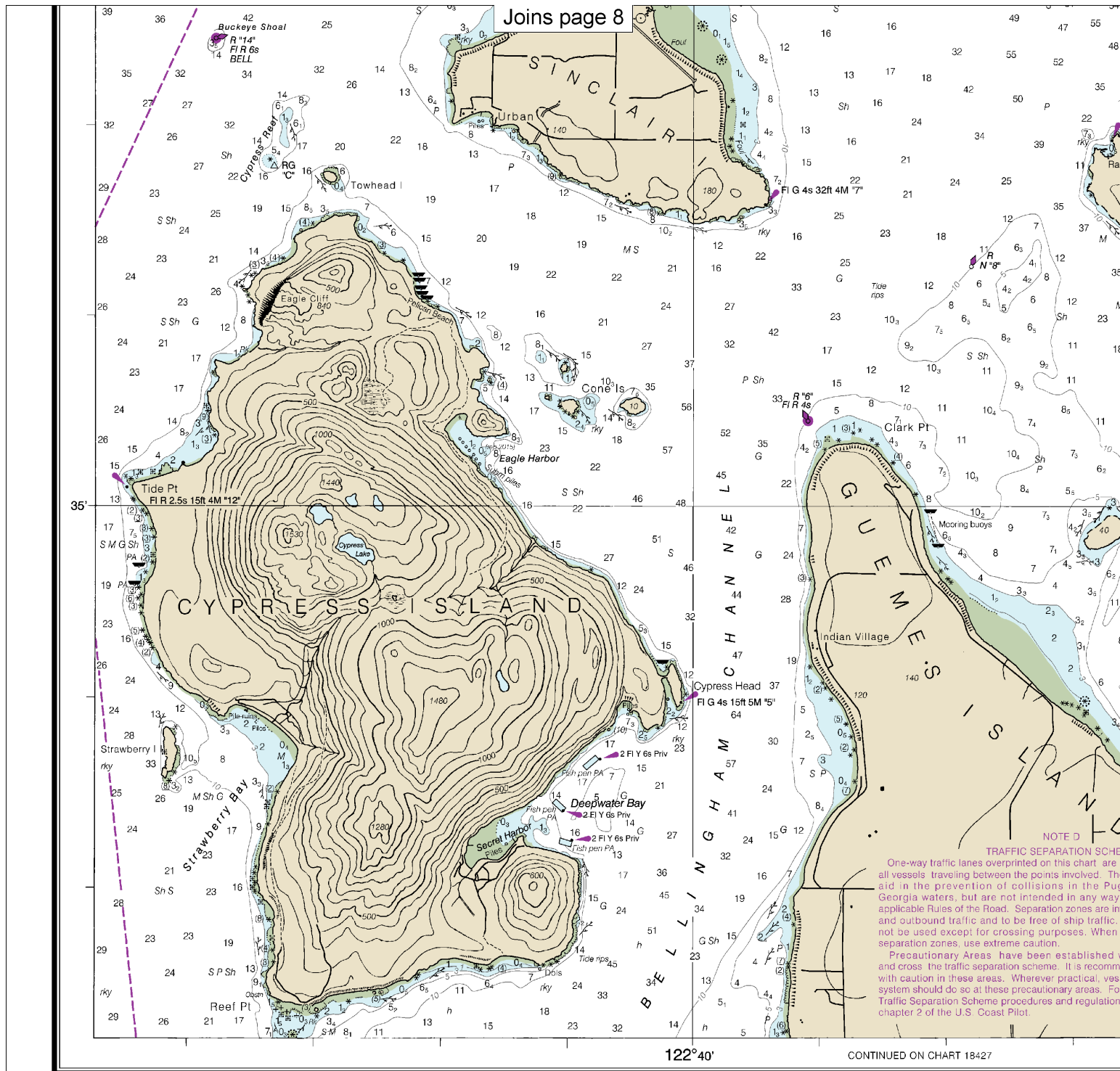




NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

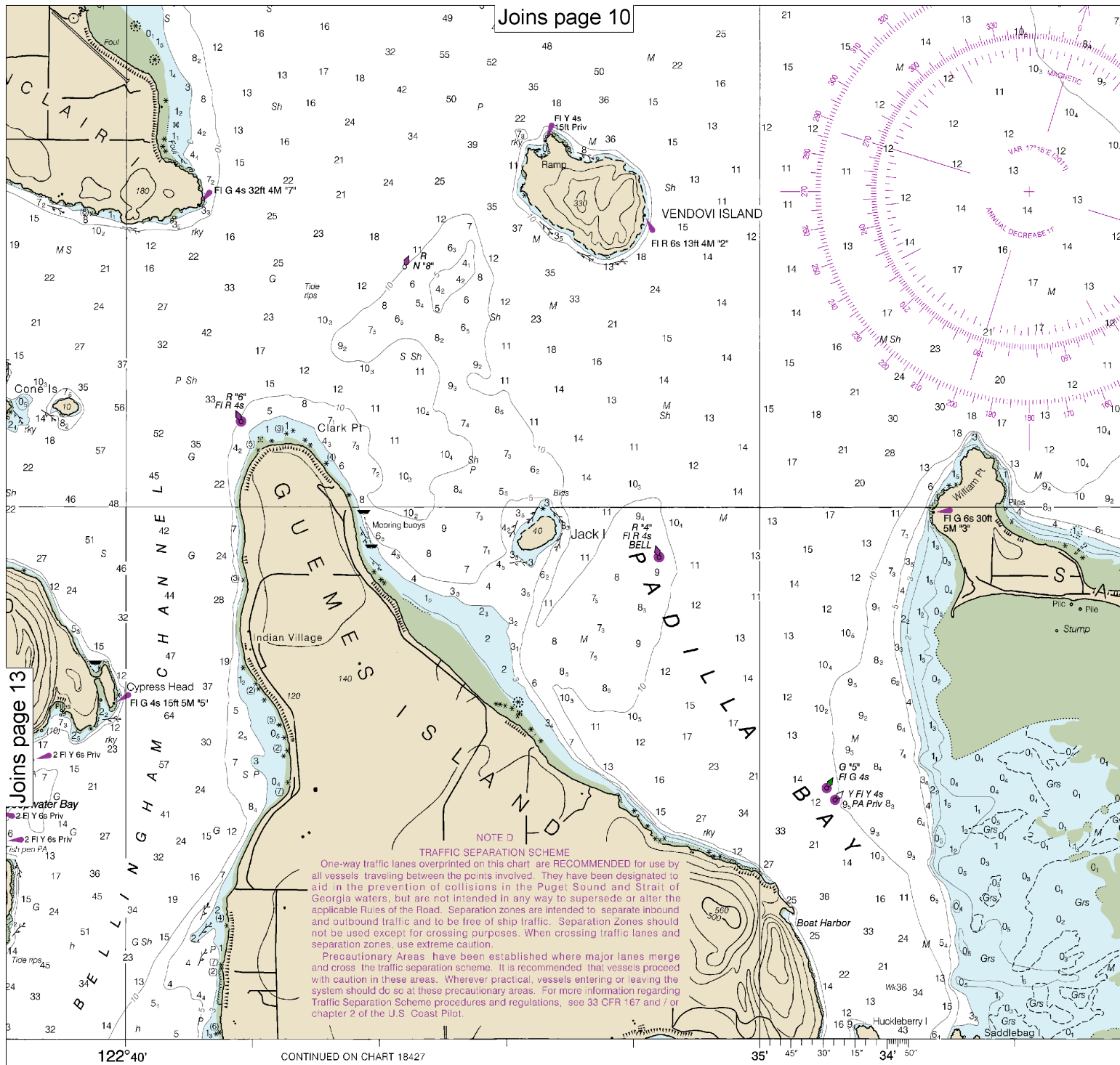
NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16



ON
the Notice to Mariners (NM) published
ence Agency and the Local Notice to
ach U.S. Coast Guard district to the
Chart updates corrected from Notice to
he lower left hand corner are available at

red through:
: 1116 (11/25/2016)

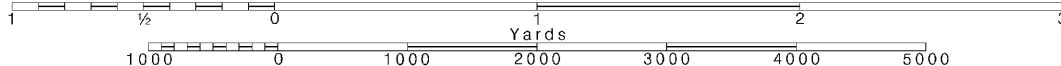
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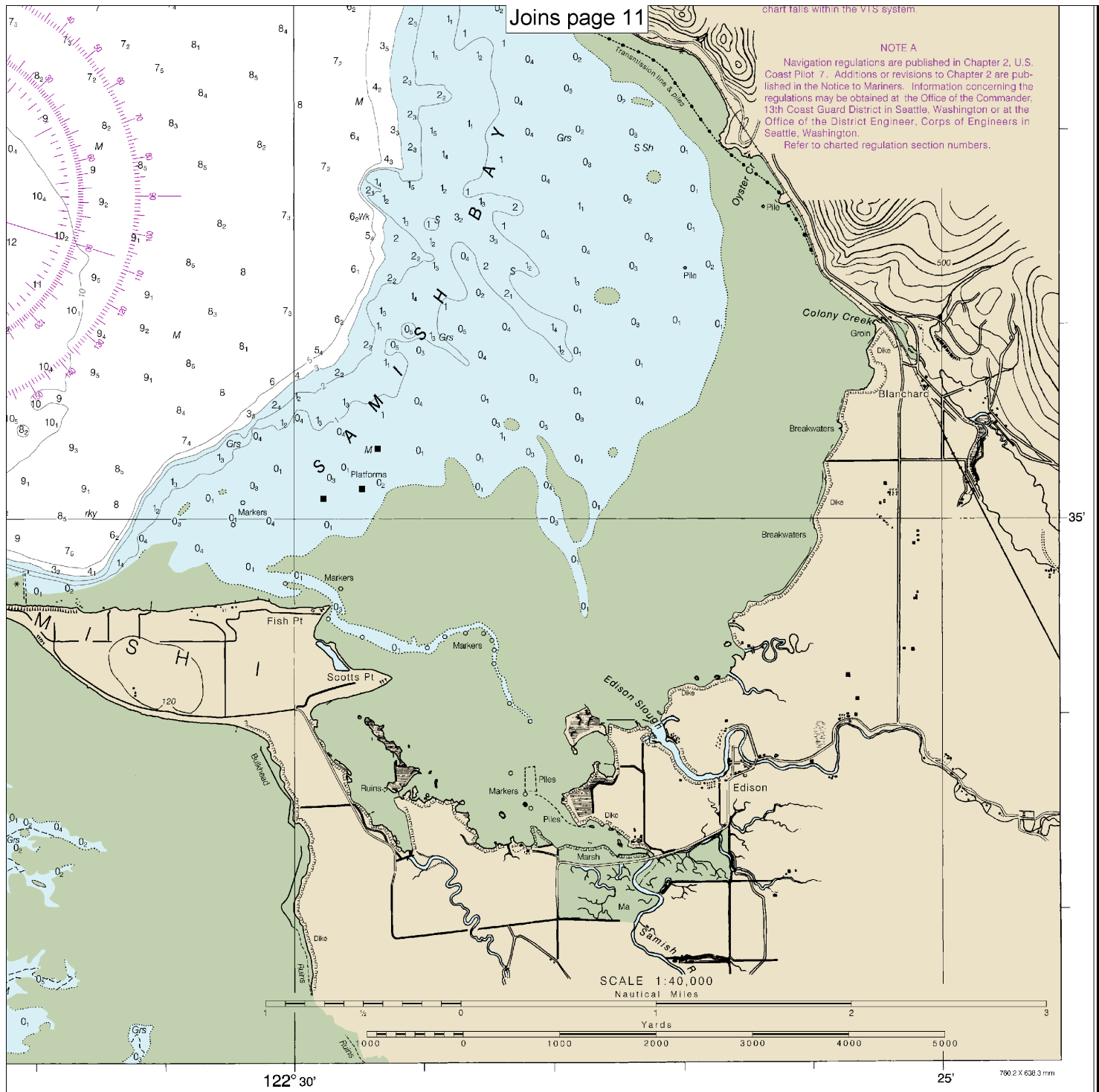
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





HOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
EET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
TERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Bellingham Bay
 SOUNDINGS IN FATHOMS - SCALE 1:40,000

18424



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.